



Public Transportation
Division

Planning,
Coordination &
SAFETEA-LU

New & Enhanced Programs

- Job Access & Reverse Commute (JARC)
- New Freedom
- Planning
- United We Ride (Coordination)

What Is Coordination?

- Coordination *is not* an end product...“It” is a continuous process...
- Coordination is a *combination of tools and a series of actions* which result in the increased efficiency and effectiveness of the utilization of public and private resources:
 - Broader array of mobility options for transportation-challenged
 - Improve collaboration in comprehensive planning of transportation services

What is JARC?

- *Job Access & Reverse Commute* – a program to achieve improved transportation to & from employment
- Improved transportation options for workers – *of all economic strata* – in urban centers to access employment in more suburban locales
- Started in TEA 21 as a “discretionary” program – now “formulized” – 60% large urban areas, 20% small urban, 20% rural.
- Governor selects “designated recipients”
- 2006 Program must be done via *coordinated plan*

New Freedom

- Program first developed by Bush Administration to “take us beyond the ADA”
- 2006 is first year of funding - may be started w/o “coordinated plan”
- Starting in 2007, NF will require plan
- Funding to develop options to fill-in-the-gaps not addressed by the ADA to provide access to employment, other critical services for disabled.
- Formulated same as JARC: 60% large urban areas, 20% small urban, 20% rural.

Tribal Funding Program

- SAFETEA-LU creates separate Tribal funding category for first time
- Augments, *does not replace*, existing Tribal-eligible FTA grant programs (5310, 5311, etc.)
- Approximately \$8M nationwide. State allocations are not yet available.
- States choose administrative options: direct Tribal report or via State DOTs (current).

SAFETEA-LU & Arizona Tribal Funding Issues

- Oversight Responsibilities
- Direct Recipient Status
- Coordination between existing and new programs
- Multi-state coordination

How Do We Get There?

A number of opportunities and challenges...

- For the first time, stringent planning requirements for coordinated plans to address JARC, New Freedom, Section 5310/5311 and United We Ride programs.
- For FY 2007 all programs have to be implemented under coordinated plans at state and regional/local levels.
- Some programs start before others...

Human Service Transportation Planning under SAFETEA-LU

- Governor designates recipients:
 - < 200k population administered by State agency, assumed to be ADOT.
 - > 200k may be FTA 5307 recipient or other
- SAFETEA-LU: “Projects under Section 5310, JARC, New Freedom must be *derived from a locally developed, coordinated public transit-human services transportation plan*”

FTA Coordination Requirements

- FTA defines a Coordination Plan as a
 - “...unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out strategies for meeting these needs, and prioritizes services.”

Coordination Requirements: Roles of Section 5310 and 5311

Section 5310 (and JARC, NF) projects must be

- “...developed under programs ‘derived from a locally developed, coordinated public transit-human services transportation plan’”
- “...the plan be ‘developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.’ ”

Section 5311 projects must

- “...provide the maximum feasible coordination of public transportation service assisted by other federal sources.”

How Do We Get There?

- ADOT has overall coordinating role.
- Large MPOs and/or designated 5307 recipients to utilize existing or soon-to-be-created internal processes to develop regional plans.
- COGs and small MPOs to develop regional plans with ADOT guidance and oversight.

Arizona Rides

- Arizona's response to the federal *United We Ride* initiative and 2004 Presidential Executive Order to coordinate human services (HS) transportation.
- In July 2005, Governor Napolitano issued her own Executive Order, *forming an Executive Council*:
 - **ADOT (Chair)**
 - **DES**
 - **DHS**
 - **AHCCCS**
 - **AzTA**
 - **COGs & MPOs**
 - **Governor's Offices of**
 - **Highway Safety**
 - **Intergov't Relations**
 - **Dept of Corrections**
 - **Others-At-Large (ITCA, Easter Seals, AAAs, etc.)**

Arizona Rides, Cont'd

- Arizona Rides calls upon all State agencies & other public and private partners involved in HS transportation to work together to increase effectiveness of all programs by
 - Increased efficiencies in service planning
 - Reduced redundancy of service, resource use
 - Increased service quality and quantity to transportation-challenged public – disabled, elderly, low-income
 - Develop and implement an Action Plan

Arizona Rides, Cont'd

- Action Plan
 - Three “actor groups”:
 - ADOT
 - Other Human Service administering agencies (DES, DHS, AHCCS, etc.)
 - COGs/MPOs
 - Four focus areas
 - Information & Awareness – ADOT, HSA emphasis
 - I.D. Barriers & Opportunities – “ “ “
 - Building Capacity for Coordination – ADOT, COGs
 - Coordination Plans – ADOT guidance, HSA/COG development and implementation

Az Rides – Progress to Date

- FTA grant January 2005 for Statewide Assessment
 - Report to Governor December 2005
- Council formed in Fall 2005
- Pinal Rides Pilot Project started Spring '05
 - Report to Governor December 2005
- FTA Grant Phase II – Implementation:
 - Anticipated Spring '06
 - COG/MPO regional planning focus

Arizona Rides

Statewide Assessment Results

- Lack of local funding to match, augment federal programs an ongoing problem in meeting service needs and hence supporting coordination efforts
- Constraints on what certain funds can be used for
- Human Service dollars are distributed by categorical program, with little cross-over or coordination of state and federal funding
- Unmet human service transportation needs statewide, a situation exacerbated by the lack of coordination of services
- The cost of—and rules concerning—insurance are impediments to coordination

Arizona Rides

Statewide Assessment Findings

- Increased awareness about coordination needs but still a lack of local commitment to do anything about it—transportation coordination not yet a priority in many communities.
- Difficulty in regions and localities finding out what agencies, services are currently in operation.
- As the national model predicted, DES, DHS and AHCCCS provide much more transportation – in \$ -- than all of ADOT's programs combined.

Arizona Rides Today

- Current Projects
 - Refining Charter and Roles
 - Develop long term Council Goals and Objectives using a Washington State Model
 - White Papers
 - Insurance
 - Maintenance
 - Training
 - Procurement partnerships to pursue
 - Preparation of regional partners for FTA Phase II Implementation Grant

Pinal Rides

- Outgrowth of earlier Az Rides Working Group efforts
- Parallel Statewide Assessment effort
- Pilot Project to showcase Coordination at a regional and local level
- Start new services & processes, initiate and nurture collaboration relationships
- Duplication or “lessons learned” for other efforts statewide

Pinal Rides

Progress to Date:

- Kick-off with larger regional HSA meeting
- Formed smaller *study advisory group*
- Dec'05: Report & Action Plan to Governor
- Action Plan: Three elements
 - New service route(s) – Florence & Eloy to Casa Grande
 - Form official Regional Coordination Council
 - Collaborative inter-agency training program

Pinal Rides - Lessons Learned

- Positives
 - + Disparate agencies “to the table”... many not aware of others’ resources, service networks, i.e., opportunities for collaboration not previously discovered
 - + Positive early-relationships formed
 - + Local awareness about coordination generally increased & determination to see it through in face of early and continuing obstacles

Pinal Rides – Lessons Learned Cont'd

- Negatives
 - “Forming formal collaboration-partnerships easier said than done”
 - More public entity involvement needed earlier on...and continuing throughout (but again, easier said...)
 - Broader & bolder PR campaign needed early-on and throughout the process
 - Local champions needed - Too much reliance on any one or even two “personalities”:
Coordination culture needs deeper infusion

Pinal Rides

- Challenges
 - Service planning and funding—coordination committee struggling to fund new routes
 - Development & hosting of Regional Coordination Council delayed by changing local government organization
- Opportunities
 - + Build upon training-program successes
 - + Ridership on new routes hoped to support increased visibility, funding of project(s)

Rural Transit Needs Study

- Collaboration between AzTA & ADOT
- Statewide Capital Needs Assessment
- Comprehensive look at all sectors – 5310, private sector, and coordination issues
- Develop long term strategies to support legislative, service initiatives
- Identify operating costs to meet additional service requirements and service gaps

SAFETEA-LU Funding Allocations

- See Handout

Summary

SAFETEA-LU = New Resources

- Planning
- Coordination
- In some cases, formulization!